

LOC/DME I-CIZ
110.15
Chan **38** (Y)

APP CRS
186°

Rwy Idg
TDZE **889**
Apt Elev **896**

ILS or LOC RWY 18L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized with Rwy 18C and 18R. For inop ALS, increase S-LOC 18L Cat C and D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on CVG R-109 to CALIF INT/CVG 19 DME and hold.

D-ATIS
ARR **134.375** DEP **135.3**

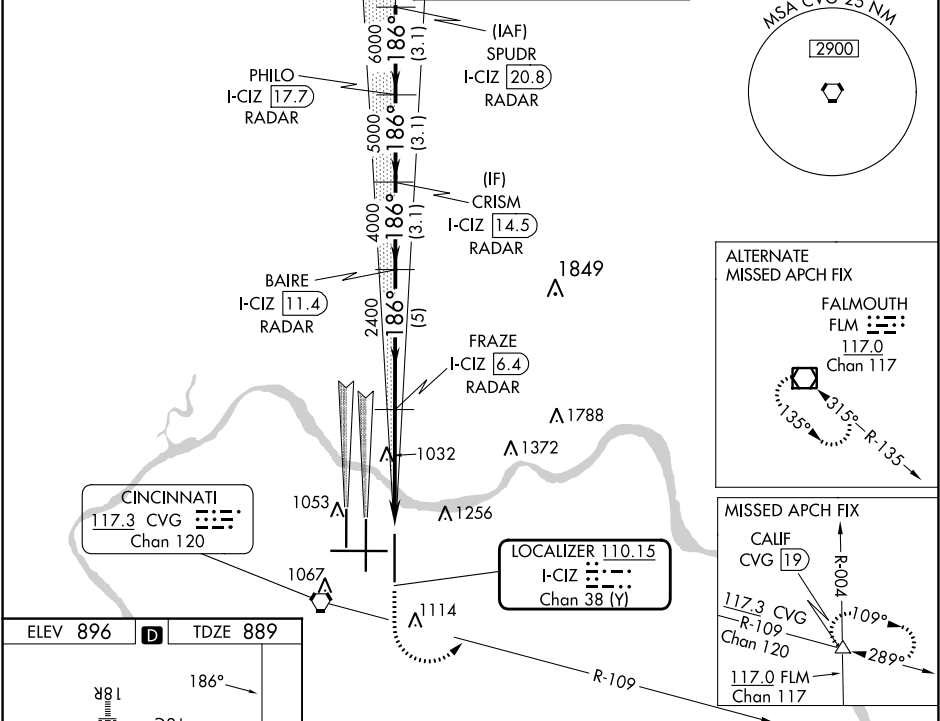
CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON **121.7**

CLNC DEL **127.175**

CPDLC



ELEV 896 TDZE 889

Diagram showing the layout of the runway (18L/36R) and the HIRL (High Intensity Runway Lighting) system. The diagram includes the runway centerline, edge lights, and the HIRL system components.

HIRL all Rwys
TDZ/CL all Rwys except 27

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				
SPUDR I-CIZ 20.8 RADAR	PHILO I-CIZ 17.7 RADAR	CRISM I-CIZ 14.5 RADAR	BAIRE I-CIZ 11.4 RADAR	FRAZE I-CIZ 6.4 RADAR
7000 186° 6000 5000 4000 2400				
GS 3.00° TCH 55				
3.1 NM 3.1 NM 3.1 NM 5 NM 3.4 NM 1.1 NM				
CATEGORY	A	B	C	D
S-ILS 18L	1089/18 200 (200-½)			
S-LOC 18L	1300/24	411 (500-½)	1300/40	411 (500-¾)
CIRCLING	1460-1	564 (600-1)	1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)